

Lawmakers eye funding package



Serious about safety

This year's Oregon Transportation Week focused on transportation safety, and a coalition of public and private groups presented displays and demonstrations at the Transportation Building, Salem, to drive home that point. At left, Vince, a safety belt crash dummy shows a promotional button and sticker. Below, a skid car from a professional driving school simulates slick-surface driving conditions. And bottom, "The Convincer" machine demonstrates the importance of safety belts.



Proposal: Need new gas tax

The Legislature is considering a transportation funding package that would boost state fuel taxes and registration fees, plus change the way local governments fund road and transit improvements.

The package is the first-ever approach of its type, and was developed by a coalition of public agencies and a public-private organization called the Transportation 2000 Committee. The coalition believes the proposal will encourage economic growth while maintaining the quality of life Oregonians enjoy.

ODOT Commission Chairman Mike Hollern has appeared before several legislative committees to speak in support of the package. Although the Portland-based Transportation 2000 Committee package was developed to ease growing traffic and public transportation problems in the tri-county area, Hollern said, "The ideas they propose in and around Portland will help do the same for the rest of the state."

Even though the 1987 Legislature passed a three-year, six-cent fuel tax and weight-mile tax increase, the Highway Division has "enough revenue to fund only one dollar's worth of improvements for every four dollars in substantiated needs," Hollern said.

Substantial investments are also needed in public transportation systems statewide if Oregon is to

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1989 Jackson Scholars pursue stock market, medicine

This year's Glenn Jackson Scholars--Diana English of La Grande and Stefanie Damiani of Portland--have hopes of making it big in the stock market and medicine, respectively.

English is the daughter of Jacqueline and the late Donald English, and Damiani is the daughter of Sophia and the late Anthony Damiani.

Winners of the scholarship receive \$2,500 a year for four years to attend an accredited four-year college, and are also guaranteed summer employment with ODOT.

English, who will graduate from

La Grande High School this spring with a 3.9 grade-point average, plans to enroll at the University of Oregon and study economics and business.

"My ultimate goals in life are to be happy, healthy and successful. For me, the most obvious way to do that will include having a worthwhile career that I enjoy," English said.

After graduating from University of Oregon, she plans to earn a master's degree in economics, a stockbroker's license, a seat on the New York Stock Exchange and, eventually, a position with a small, bro-

kerage firm. Her "ultimate professional goal" is to own a brokerage firm, she said.

While at La Grande High School, English was president of the Girl's League, secretary of the National Honor Society, a student government representative, a member of the junior varsity tennis team, senior homecoming princess and a photographer for the school newspaper. She also was a member of the ski club, earth science club, French club and pep club, was listed on the honor roll all four years, and lettered in academics three years.



Stefanie Damiani



Diana English

In the community, she was an American Legion Auxiliary Girls' State Citizen, treasurer of the 4-H Citizenship Club, was involved with

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HIGHLIGHTS OF THIS ISSUE...

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PAGE 5 ODOT's financial support of the Buena Vista Ferry may extend to two other ferries.

PAGE 8 Candid Comments: Does ODOT place enough emphasis on highway litter pickup?

DIRECTOR'S COLUMN

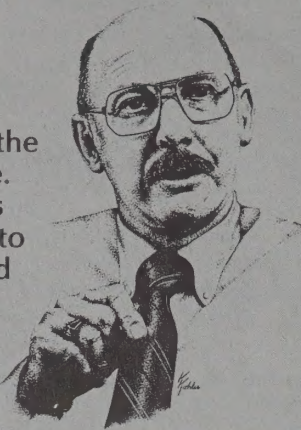
Scholars program reaches milestone

By **BOB BOTHMAN**
ODOT Director

I had almost forgotten the excitement of spring in the Department of Transportation, when we select a pair of Glenn Jackson scholars and award some of our top employees with special recognition.

Selecting Diana English and Stefanie Damiani as the 1989 scholars was a very difficult decision for the Selection Committee. Committee members agreed that it seems to be getting harder and harder to select only two from a pool of outstanding finalists. This year's seven finalists and their parents can be proud.

The Glenn Jackson Scholarship program reaches a milestone this month, when the first two scholars--Ruth Schmidt and Kristi Helman--graduate from Oregon State University. Ruth moves on to a position with Chevron in California, while Kristi looks forward to a wedding and law school. These are truly two outstanding



women.

I'm proud to be part of the Jackson Scholars program. Most every one of our employees from each division has generously contributed, and it wouldn't have happened without your help. Thanks.

In late April, Linda Zimmerman won the Isabel Albright Secretarial Award; the Highway Division thanked two of its top employees--Jim Huddleston and Larry Olson--with the 3-E Award in

winner, Linda Zimmerman, was selected for her outstanding contribution to the department. The award selection also is an opportunity to recognize the seven other finalists, and all ODOT secretaries who support our department and really help make our business run smoothly.

The 3-E Awards, created in memory of State Highway Engineer Scott Coulter, and the Motor Vehicles Division's Peer and Pride awards are opportunities to recognize outstanding

I'm proud to be part of the Jackson Scholars program. Most every one of our employees from each division has generously contributed, and it wouldn't have happened without your help.

May; and DMV recently honored 56 of its best through the Peer and Pride awards.

Perhaps in anticipation of its busy summer season, Parks held its annual employee recognition program earlier this year, when Dick Robison, Craig Tutor and Lorena Buren were honored.

For most of us, these employee recognition awards come at the busiest time of the year--when campers flock to state parks, Highway crews are building and maintaining our roads, and when DMV sees a surge of customer traffic.

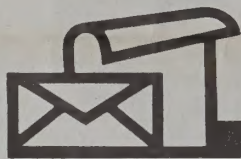
Our Isabel Albright Secretarial Award

performers during this past year.

While most of you are familiar with the awards that specifically relate to your work, it's also important to recognize the excellent contributions our employees have made, and are making, throughout the department.

Each of us, as members of the Department of Transportation, can be proud that we do stand in high regard with the traveling public. We are getting the job done. And it's absolutely true that our employees are our most important asset and the reason behind our successes.

Letters



Best cycling conditions

Dick Unrein,
Bikeway Program Manager,
Salem:

Please send me three sets of brochures, pamphlets and maps dealing with bicycle rides in your wonderful state of Oregon.

Our organization, XCEL Tours, is planning a trip from Silver Falls to the Columbia Gorge. From the Columbia Gorge we will cycle through the Cascades to Bend.

This will be our fourth trip to Oregon, and we are very much looking forward to our return visit. We have cycled in many areas, including Colorado. Oregon is by far the finest in road conditions, hospitality and campgrounds. We are very fortunate to have an organization such as yours that is so keen on cycling.

Tony Condon
Claremont, Calif.

'Beautiful' work

Don Forbes,
State Highway Engineer,
Salem:

I make a living driving a double tractor-trailer from Sacramento, Calif., into Oregon, and I make the trip twice or three times each week.

I witnessed the re-building of Interstate 5 over Mt. Ashland from

start to finish. And in my humble opinion, the entire job was handled beautifully. Thank you for the super good highway.

Lee Keefauver
Medford

Special person

Joe Holden,
Aeronautics Division,
Salem:

There is no way to thank you for all the time and personal attention you put into helping find our parent's plane. You are truly a special person on a difficult job.

Thank you again from all our hearts.

The Stearns family
Salem

'Ambassador' status

Walt Bartel,
District 12 Maintenance Supervisor,
Pendleton:

Thanks for employing Ron Dowse, a fine representative of your department and a good ambassador for the State of Oregon.

While traveling to Portland with a broken fuel gauge this spring, I misjudged my cruising range and ran out of gas between Pendleton and Stanfield.

As I was leaving my car to walk to a nearby farm, Ron Dowse noted my situation and stopped to help. He offered me a gallon of gas, and I accepted. But the car still wouldn't start. He looked under the hood, bridged the starter with a screwdriver, and my 1965 Plymouth Valiant fired up. He scrupulously declined my offer to reimburse him for the gas, citing department regulations.

I filled up in Stanfield, a next-door repair garage replaced a tired solenoid, and I was on my way. I estimate I lost only about one and one-half hours traveling time--a minor inconvenience.

I understand the rationale of prohibiting ODOT employees taking money from stranded visitors, but I wish to thank Ron for his assistance. Enclosed with this letter is \$5 to go toward a gas fund for stranded motorists.

John Hecht
Boise, Idaho

Beyond the call of duty

Don Forbes,
State Highway Engineer,
Salem:

Last Saturday night in a wet snowstorm, we drove our truck, camper and snowmobiles into the state Highway Division's shop at Santiam Junction. One of the wheels was coming off our truck.

Bill Tucker and his staff supplied us with a hydraulic jack and a spotlight and also helped my husband change the tire and make the necessary repairs so we could drive the truck again.

I don't know of very many strangers who would have been out in that weather. Bill and his crew were very friendly and went out of their way to help us. They were all busy doing their own jobs, and we were surely the last people they wanted to see, but they were all polite and hospitable.

Bill went above and beyond the call of duty for us. You are very fortunate to have someone as caring and helpful as Bill on your staff. I don't know what we would have done had it not been for him.

Karen and Brent Wallace
Philomath

(Tucker is a highway maintenance foreman 1 stationed at Santiam Junction.--Editor)



ODOT NEWS

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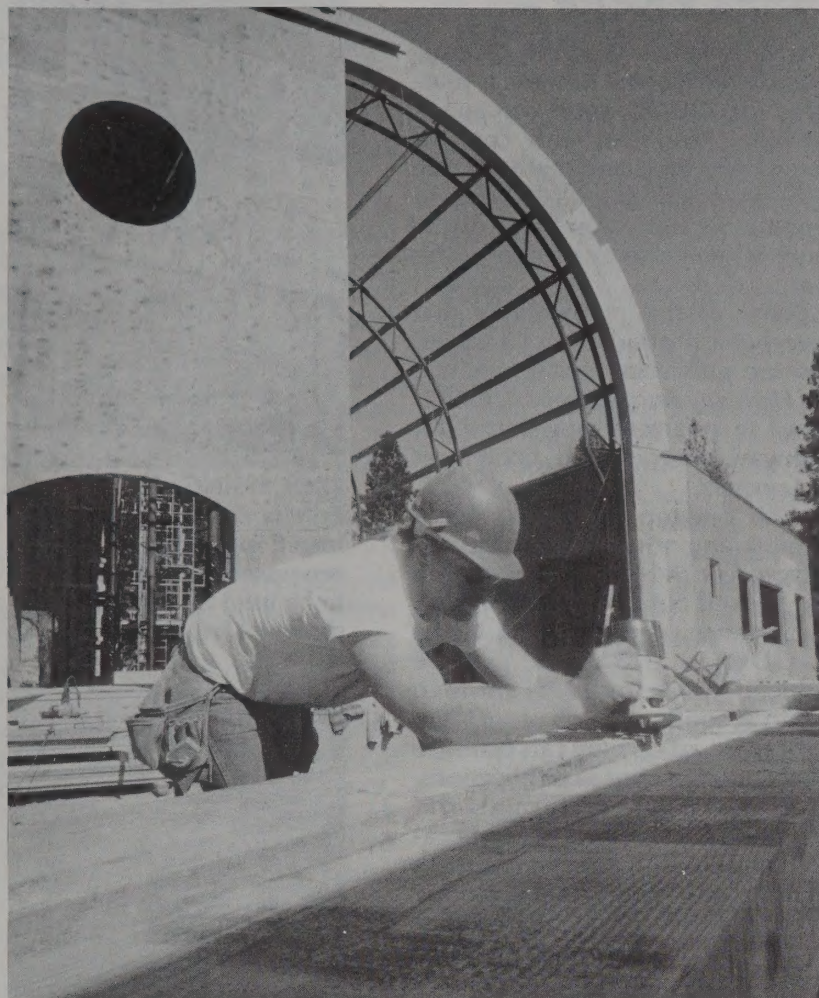
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Welcome center



SOON TO OPEN--A construction worker touches up a railing in front of the new Central Oregon Welcome Center, which will open by mid-September. The Highway Division traded ownership of the center property in exchange for Deschutes County's assuming responsibility for a section of state highway, according to Dale Allen, Region 4 engineer, Bend. The center is located off U.S. 97, adjacent to the Region 4 Highway office.

Portland DMV office destroyed in arson fire

An arson fire at the Northeast Portland Motor Vehicles Division office caused an estimated \$500,000 damage late in May.

The early-morning fire hit at the beginning of DMV's peak summer season, and the Northeast Portland office is the heaviest customer volume office in the state. Summer-time training usually is conducted at that office, and Deputy Director Jim Hunter predicted the training and workloads at other offices will be affected.

"We expect longer waiting lines in those Portland-area offices, and we need to ask customers to be patient with us," Hunter said.

Portland police captured a man who ran from the scene. The man is wanted on other charges and is being questioned about the fire. No suspects had been arrested by presstime.

The fire apparently began in a trash container adjacent to the section of the building where most of the damage occurred. There is nothing salvageable from the main office, according to officials.

The morning after the fire, DMV officials gathered spare equipment from other field offices and reassigned the 11 office employees to other Portland-area offices, including DMV Express offices at Lloyd Center, Mall 205 and the full-service North Portland office.

It will be two to three months before the building is cleaned up and possibly as long as six months

before DMV is able to move back into the facility.

The old Northeast Glisan Street office opens this month as a temporary replacement for the Northeast Portland office.

No connection is believed to exist between this fire and the arson-caused fire at the Beaverton Drive Test Center.

Aero advisory panel created

The Transportation Commission recently created a nine-member Aviation Advisory Committee to advise on aviation policy matters statewide.

The committee also will help develop division strategies to support business and economic development around the state, according to Paul Burket, Aeronautics Division administrator.

Advisory committee members include Sheridan Atkinson of Sunriver, Mark Mulder of Tillamook, Ernest Sturm and Robert Woodell of Portland, Robert Mautz of Pendleton, Sally Plumley of Monmouth, Lisa Buswell Dahl of Salem, Ronald Steinbock of Klamath Falls, and Boyd Williamson of North Bend.

Committee members serve without pay and plan to meet at least four times per year, according to Burket.

Ideas office plan: share what's known

"New ideas are great. So are old ideas, when their time has come."

Mel Galvin, newly hired Office of Productivity manager, believes providing quality service begins by fostering creative ideas. The office is the product of an ODOT employee survey conducted recently.

Results of that survey indicate ODOT employees believe the department can be more productive if their ideas are put into action. The Office of Productivity will act together with existing suggestion award programs, not replace them, according to Director of Public Affairs John Elliott.

Sounds good, you say. But how?

Galvin, 45, says the focus of her attention over her first 100 days on the job will be on people.

"All good things always start with people. I'll be dealing with productivity of our collective ideas," she said. "I want to create a fertile ground for our suggestions."

"I want to help improve communications vertically--between the upper and lower levels of this organization. But I also see this as an opportunity for people who share similar jobs to compare notes--to better understand the individual personalities of each ODOT division."

The Office of Productivity is designed to "open up the process" of generating and implementing new ideas.

Galvin will work together with an advisory committee, composed of a varied selection of ODOT staff, described by Elliott as a group of "spirited what-iffers."

Acting as the facilitator of that group, Galvin said she will explore ODOT's agencies and Oregon's transportation system with an eye for learning "what works." Galvin's

next step is to recognize those efforts and identify employees' needs.

"Rather than recreate the wheel, I want to improve our existing programs," she said. "I'm not going to go into each division and change their specific personalities. It's far more important to learn what's out there and share that knowledge--that's far more important on a departmental level."

'Rather than recreate the wheel, I want to improve our existing programs.'



Mel Galvin

With the lengthy hiring process over, Elliott looked ahead to working with Galvin during what promises to be a fast-paced, special assignment.

"I'm absolutely convinced that Mel will quickly catch lightning in a battle," Elliott said. "She has a passion and enthusiasm for this assignment that is infectious. I'm excited, too, about what her special assignment will mean to all of us in ODOT."

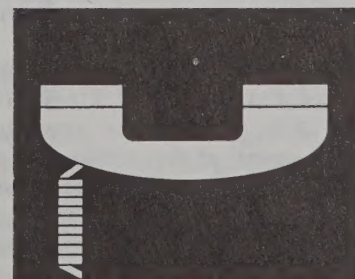
Galvin joined ODOT in 1979 as a paint tester with the Highway Division's Materials Testing Laboratory, where she stayed for five years. Since then, her career path has led to the Traffic Section, where she worked as a traffic inspector, and most recently to the Motor Vehicles Division's Public Affairs office, where she tracked DMV-related legislation during a developmental assignment.

NEWS BRIEFS

Highway reactivates road construction hotline

The Highway Division's construction report became operational in May.

By dialing 976-PASS--the same number used for the road and weather report--Oregon motorists can get recordings of regional construction reports to cope with congestion and delays and to plan alternate routes. It is a toll call.



Ignoring seat belts, auto accident deaths linked

Eighty-five percent of drivers and passengers killed in 1988 were not wearing a seat belt, according to the Motor Vehicles Division.

Last year, Oregon had 545 drivers and passengers who died in motor vehicle accidents. Of those, 27 percent of the drivers and passengers killed were thrown from their vehicles at the time of impact.

ODOT policy requires its employees to wear safety belts while driving department vehicles.

Map offers alternatives to driving your car

Another edition of the Oregon Passenger Services Map, fresh off the press, offers alternatives to using the private automobile.

The map includes information on airlines that serve Oregon, train and bus services, airport limousines, taxi service and car rental information, according to Paul Norris of ODOT Policy and Finance.

Publishing on the desktop



FROM SCREEN TO HAND--Shellee Lowery-Howe, manager of ODOT's Graphics Unit, checks the quality of a poster that was designed and produced by computer.

This newspaper page you are reading took a graphic artist about four hours to produce. This summer, when VIA production turns to desktop publishing, that time will be cut in half.

At most publishing firms, computers are taking the place of hand production tools and methods.

Previously, production included pasting up phototypeset stories. That meant waxing the galleys (long strips of phototypeset stories), pasting up the stories and photos on illustration board, and then aligning them by hand--a long and some-

times tedious process.

With desktop publishing, graphic artists do the cutting and pasting, so to speak, on a computer screen. In a sense, it is to publishing what the Computer Aided Design and Drafting (CADD) system is to engineering.

Shellee Lowery-Howe, manager of ODOT's Graphics Unit, turned in a CADD system to partially fund her network of six computers, laser printer and scanner. Each unit costs approximately \$8,000, she said, adding that the investment will pay for itself over time.

Lowery-Howe uses the recently published *Retirees' Review*, a year-book of ODOT retirees, as an example. Produced with conventional hand tools and methods, the eight-page tabloid took 85 hours to produce in 1988, compared to 30 hours when done by computer this year.

Some of the publications that have been produced on Graphics' desktop publishing system include the *Highway Annual Report*, *ODOT News* (a quarterly newsletter for highway contractors), brochures and posters.

With desktop publishing, logos or most any other artwork can be enlarged or reduced on the screen and printed out at the desired size. For instance, a poster-sized image of ODOT's "flying T" can be reduced for letterhead art logo within seconds.

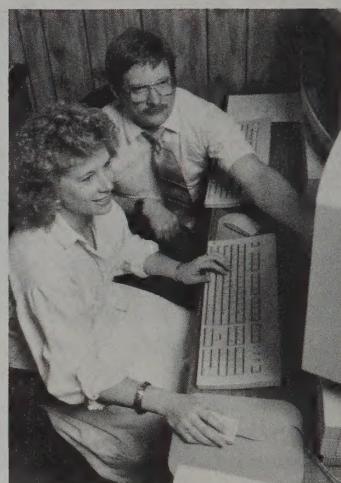
Graphic artists also can produce comps, or mockups of publications, to give customers format and design options before the publication is actually produced. With desktop publishing, the customer can consider the size and positioning of type and artwork on the computer screen, and the artist can organize and revise the document without any guesswork.

She cautions, however, that while the Macintosh computer's capabilities are astonishing, it is only a tool for graphic artists. To use it most effectively, a person must have an artistic design sense in addition to the technical skills needed to operate it, according to Lowery-Howe.

"An electronic paintbrush does not an artist make," she said.



PROCESSING--Dave Pritchard, Photocopy and Map Distribution, checks a processed color separation, to be used for the poster, shown at left.



DESIGNING--Becky Rash and Dave Davis of DMV's Public Affairs and Legislation Section design "Behind the Wheel," a newsletter for Motor Vehicles.

Scholars push hard in academics, athletics

Continued from Page 1

the Teens Reaching Youth Team for Union County, and worked at the La Grande Country Club.

English believes one of the more pressing social issues facing the United States is the mental and physical abuse of children.

Damiani, who will graduate from Centennial High School, Gresham, with a 3.8 grade-point average, plans to enroll at the University of Oregon and pursue a pre-med curriculum. After college, Damiani plans to enroll in medical school and concurrently work as a medical lab researcher.

"Personally, I hope to help others in an indirect way through figuring out the one ailment that caused a person or people harm," Damiani said. "By saving a life, I will have done all that I ever want to do."

At Centennial High School, Damiani was a member of the science pursuit team, lettered on the varsity tennis team, was math student of the year, chemistry student of the year, was involved in student government, on the honor roll four years, a band officer and received the presidential academic fitness award.

In the community, she worked as a day-care volunteer, church volunteer, candystriper and marched in the Rose Festival band and

parade. She also participates in basketball and water polo.

Other finalists this year were Joseph Chaves of Salem, Michelle Wilcox of Roseburg, Joshua Gage of Salem, Carrie Shike of Salem and Tyla Broadwell of Salem.

The Selection Committee consists of Tom Walsh of Walsh Construction and former vice-chairman of the Transportation Commission; Cynthia Ford of Southern Oregon State College, member of the

Transportation Commission and daughter of the late Glenn Jackson; Gary Christensen, assistant vice-chancellor for student affairs, Board of Education; and Dr. Gary Andeen, executive director of the Oregon Independent Colleges Association.

The first two Glenn Jackson Scholars, named in 1985, will graduate from Oregon State University this spring. They are Kristi Helman of Baker and Ruth Schmidt of Salem.

RETIREMENTS

Louise Chase, highway maintenance worker 2, Highway Division, Maupin, retired in April after 13 years of service.

William Melton, landscape maintenance supervisor, Champoege State Park, Parks Division, St. Paul, retired in April after 10 years of service.

Orin Moody, park ranger 1, Rooster Rock State Park, Parks Division, Corbett, retired in May after six years of service.

Phyllis Morley, clerical specialist, Communications Unit, Motor Vehicles Division, Salem, retires in June after 11-plus years of service.

Maxine Pierce, motor vehicles office manager B, Motor Vehicles Division, McMinnville, retires in

June after 34-plus years of service.

Albert Pugh, store clerk, Highway Division, Salem, retired in April after 10 years of service.

Eugene Spaeth, highway maintenance foreman 1, Highway Division, Portland, retired in May after 16 years of service.

Joseph Stupfel, right of way agent, Highway Division, Bend, retired in March after 19 years of service.

Fremont Sturm, highway engineer 2, Highway Division, Salem, retired in April after 23 years of service.

Allen Trout, engineering technician 3, Highway Division, Portland, retired in April after 37 years of service.

HISTORY

JUNE 1984

- Oregon voters rejected Ballot Measure 2, which proposed to increase vehicle registration fees from \$10 to \$20 per year to help pay for bridge repair and replacement.

- Pacific Northwest Bell changed its billing structure so that state agencies were charged for phone calls made to local non-state government numbers.

- Then-Gov. Vic Atiyeh reappointed Chairman Tony Yturri and then-Vice Chairman Peter Brix to four-year terms on the Transportation Commission.

JUNE 1979

- As the largest fuel consumer within Oregon state government, ODOT was placed under strict federal government fuel allocation and controls by the governor's office.

- More than 14,000 persons attended National Transportation Week activities sponsored by ODOT. The five-fold attendance increase was attributed to the placing of most displays in shopping centers rather than ODOT offices, which had been done previously.

Ferry stays afloat, thanks to ODOT

The Highway Division is helping preserve one of Oregon's early means of transportation.

The division is paying for half of the Buena Vista Ferry's annual \$60,000 operating expense this year. In 1988, the Highway and Parks divisions gave Marion and Polk counties \$45,000 to operate the ferry, according to Rick Sjolander, Region 2 federal aid specialist.

The ferry, popular with local farmers and tourists, crosses the Willamette River about seven miles south of Independence.

The crossing's first ferry made its maiden voyage across the Willamette River in 1852. It was then privately owned and was the only way across the river for many people. The ferry was popular with local farmers to transport livestock and equipment during the summer.

Polk County eventually took over operation of the ferry, but two years ago closed it down because of financial reasons.

The ferry usually runs from March through October. Hours of operation are from 7 a.m. to 5 p.m. Wednesday through Friday, and from 9 a.m. to 7 p.m. Saturday and Sunday.

The cost to ride the ferry is 25 cents for motorcycles, 50 cents for cars and pickups, and \$1.50 for large trucks and farm vehicles.

Bicyclists and pedestrians ride for free.

The Department of Transportation's financial support to the Buena Vista Ferry could also be extended to other Willamette River ferries. A bill urging the department to take over operation of the ferries awaits Gov. Neil Goldschmidt's signature.

The bill, House Joint Resolution 15, requests that ODOT acquire and operate the Buena Vista, Wheatland and Canby ferries. Marion County currently runs the Buena Vista and Wheatland ferries. The Canby Ferry is operated by Clackamas County. All three are facing closure because of increased operating costs and low ridership.

But assuming operation of the ferries would not come cheap.

"It would cost the department \$350,000 a year to operate all three ferries," said Linda Apple, a transportation economist with Highway Planning Section.

About \$150,000 a year could be returned to the department from tolls, she said.

A study required by the Oregon Legislature has concluded that funding of the ferries is a local transportation issue and should not be subsidized with state Highway Division money. The Transportation Commission concurred at its meeting in April.



SUSTAINED--The Buena Vista Ferry continues to operate, thanks to ODOT's financial support. A legislative proposal would expand that support to two other Willamette River ferries.

3-E Award goes to Huddleston, Olson

Highway Division's 3-E Award winners this year are Jim Huddleston of Salem headquarters and Larry Olson of Region 1, Portland.

Huddleston, of the Roadway Design Section, is the management winner, with Olson, the region's utility specialist, the non-management winner.

State Highway Engineer Don Forbes announced the winners at a mid-May dinner honoring 14 finalists for the award. Transportation Commission Chairman Mike Hollern and ODOT Director Bob Bothman also attended.

The H. Scott Coulter Award for

Excellence is presented annually to one management and one represented employee considered exemplary of Highway's goals--efficiency, economy and excellence.

Nominees are judged on their work performance during the past year in those areas. Extracurricular activities are counted for a tie-breaker.

"This award is one of the ways we have to recognize the commitment of our employees to excellence," said Forbes.

Huddleston, a pavement design engineer, has introduced a proac-

tive team approach to design, according to his nomination. He has introduced state-of-the-art technology, new approaches and training. That has paid off in better, more economical designs that are completed earlier. Huddleston works to instill pride and professionalism in his staff. Off the job, he has donated his expertise as a river guide to several schools for raft trips.

Nominations for Olson mentioned his success at negotiating

solutions to complex utility problems. His productivity, innovation and positive responses from utility companies were also mentioned.

Olson has been active as a volunteer with the Portland Mathematics, Engineering, Science Achievement (MESA) program for students, coordinating intern and mentor programs. On behalf of his church, he has been a missionary to other countries, helping several congregations with church construction.

Funding requests include taxes

Continued from Page 1
avoid the growing traffic congestion problems faced by California and Washington, he said.

The Transportation 2000 proposal contains several elements which, according to its proponents, would adequately provide needed improvements to state and local roads and public transportation systems. Among those elements:

- An increase in the state gas tax and equivalent weight-mile tax for trucks by two cents per gallon on Jan. 1, 1991. Also, an increase in the vehicle registration fee from the current \$10 to \$20 on Jan. 1, 1990. The revenues would be used to finance state and regional highway and road improvements.

- Allowing Oregon counties to levy local vehicle registration fees not greater than the state registration fee for local road improvements.

- Extending transit payroll taxes to local government and non-profit

payrolls. The tax would be phased in over a five-year period.

- Establishing a Regional Light-Rail Construction Expansion Fund for the Portland area that would make light-rail projects eligible for state funding participation.

- Increasing the state cigarette tax by one cent to help raise an additional \$2.5 million for public transportation programs for the elderly and disabled.

- Asking Oregonians to vote on a constitutional amendment to allow cities, counties and special transportation districts to levy local vehicle registration fees to be used for roads and public transit. The local fees would require local voter approval.

- Routine legislative approval of public transit capital match funding of approximately \$8 million per biennium. The money would be used to help match federal funds for routine capital improvements to public transit systems statewide.

55 compete in ODOT run

Tim Carothers, son of Raleigh Carothers, Highway Division, Portland, won the Oregon Transportation Week 10-kilometer run in 33 minutes, 45 seconds.

The annual event attracted 37 for the 6.2-mile distance and 18 for the two-mile run/walk/race walk.

Carothers' time will be combined with the other top five times entered for the competition and then compared later this month with those submitted by other state DOTs.

ODOT's fastest five times were run by Joe Charbonneau, Highway, 34:34; Al Tocchini, Parks, 36:27; David Keller, son of Karl Keller, Highway Divi-

sion, 38:38; and Andy Booz, Public Affairs, 39:15.

Celia Green, wife of Robert Green, Highway Division, won the 10K women's race in 48:02. Peggy Frantz, a guest of Safety Section Manager Dave White, and Maria Todd, a guest of Xavier Falconi, Highway Division, tied for second in 50:37.

Tocchini won the Master's (age 40-49) 10K run, while Pete Fidler, Highway, took the 50-59 age group in 45:31, and Elmer Leland of the Federal Highway Administration captured the over-60 category in 50:57.

Rodney Aguilar of the Motor Vehicles Division won the two-mile run, held in conjunction with the 10K, in 13:43.

At camp



BEHIND THE REINS--Horseback riders Paul and Lois Smith of Langois tie up their mounts at an equestrian camp at Cape Blanco State Park. Park Manager Mike Hewitt (far right) pets one of the steeds. The camp was recently constructed by an equestrian group, according to Parks Information Officer Monte Turner.

Aero secretary honored with Isabel Albright award

Linda Zimmerman, an administrative assistant with the Aeronautics Division, was selected winner of the department's annual Isabel Albright Secretarial Award.

Zimmerman supports the office's administrative functions and management of the state-owned airports leasing program, which consists of 130 active leases.

Zimmerman was praised for accepting additional responsibilities--the leasing program, for example--and for her typing, writing and communication skills.

"Even under the stress of the enormous variety of work she is required to complete, she is able to remain calm and get on with the job," according to her nomination. Zimmerman broadened her skills by volunteering for several micro-computer classes, and was recently

appointed to act as the assistant computer network supervisor.

"Linda is always open to new ways of doing things, yet careful in her approach," according to her nomination. Zimmerman "has a sense of humor yet is very businesslike and professional in her dealings with the public and contemporaries alike," it read.



Linda Zimmerman

For the honor, Zimmerman will attend an out-of-state professional seminar, while the finalists will attend a day-long training session in Oregon.

SAFETY AWARDS

Salem Materials Testing Lab; Bill Quinn, supervisor; 50,000 hours.

Roseburg Weighmasters; Paul Kelley, supervisor; three years.

Vale Maintenance Crew; Dave Justus, supervisor; 300,000 hours.

Region 2 Office Crew; Bob Pool, supervisor; 100,000 hours.

Communications Unit; C. L. Johnson, supervisor; 100,000 hours.

Detroit Maintenance Crew; Lloyd Tolman, supervisor; 50,000 hours.

Equipment and Services Unit; Bob Kuenzli, supervisor; 250,000 hours.

Bend Engineering Crew; Tom Garner, supervisor; 300,000 hours.

Steamboat Maintenance Crew; Leonard Braden, supervisor; 50,000 hours.

Pendleton Maintenance Crew; Ed Yeoman, supervisor; 50,000 hours.

District 2B Extra Gang; Bill Stark, supervisor; 100,000 hours.

Ashland Port of Entry; Jay Schultz, supervisor; 100,000 hours.

Astoria Engineering Crew; Tom Falls, supervisor; 150,000 hours.

Silver Lake Maintenance Crew; A. J. Arnold, supervisor; six years.

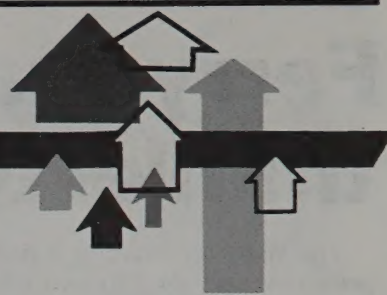
Sign Shop and Dispatch; Jim Nash, supervisor; 50,000 hours.

Albany Maintenance Crew; Ray Hughes, supervisor; 50,000 hours.

Santiam Junction Maintenance Crew; Jack Wills, supervisor; 150,000 hours.

Portland Materials Crew; Don Wackerbarth, supervisor; 100,000 hours.

Moving up
Moving up
Moving up
Moving up



Parks and Recreation Division

Patricia M. Green, park aide to park ranger 1, South Beach State Park, Newport.

Angela J. Kohldoff, park ranger 1 to park ranger 2, The Cove Palisades State Park, Culver.

Steve S. Memminger, park ranger 1 to park ranger 2, The Cove Palisades State Park, Culver.

Matthew O. Murray, conservation aide to park aide, South Beach State Park, Newport.

David A. Newton, park aide to park ranger 1, South Beach State Park, Newport.



An Minh Truong
Highway Engineer 2
Highway Division
Salem

Highway Division

James E. Barnhart, highway maintenance worker (HMW) 2 to HMW 3, Albany.

Ralph W. Borchert, engineering technician (ET) 2 to materials testing engineer, Salem.

Robert J. Calzacorta, highway maintenance foreman (HMF) 1 to highway maintenance supervisor (HMS) B, Jordan Valley.

Lucien P. Darensburg, ET 1 to ET 2, Salem.

Rex Harman, engineering aide (EA) to ET 1, Bend.

Jan A. Jones, HMW 2 to HMS A, Ontario.

Kenneth D. Karnosh, supervising highway engineer (SHE) D to SHE E, Salem.

Donald C. King, EA to ET 1, Newport.

Daniel J. Mac Donald, highway engineer (HE) 2 to HE 3, Salem.

Bennie C. Moore, stores clerk to storekeeper 1, Salem.

Robert G. Papp, HE 1 to HE 2, Roseburg.

Bob D. Royston, auto service worker to mechanical trades helper, Salem.

David W. Sibley, ET 1 to HE 1, Coquille.

James M. Stanley, ET 1 to HE 1, Roseburg.

Kenneth L. Stoneman, SHE B to SHE D, Salem.

Christine A. Thomsen, laborer 1 to HMW 1, Coos Bay.

An Minh Truong, HE 1 to HE 2, Salem.

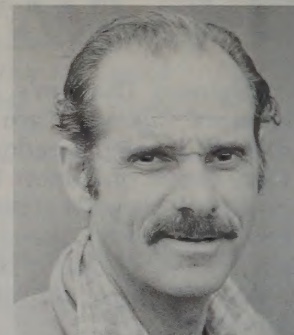
Robert A. VanVickle, geologist 2 to supervising geologist A, Milwaukie.

Donald R. Wagner, SHE C to SHE D, Salem.

Gary W. Wong, EA to ET 1, Milwaukie.



Beatrice Maulding
Motor Vehicle
Representative 2
Woodburn



James Barnhart
Highway Maintenance
Worker 3
Albany

Motor Vehicles Division

Shelly Bokor, clerical assistant to clerical specialist, Salem.

Patricia Childress, clerical assistant to clerical specialist, Salem.

Cheryl Coakley, clerical assistant to clerical specialist, Salem.

Beatrice Maulding, motor vehicle representative (MVR) 1 to MVR 2, Woodburn.

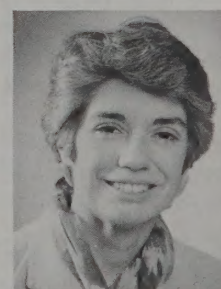
Public Transit selects new grant funds administrator

Dinah Van Der Hyde has been chosen as the Public Transit Division's new Special Transportation Fund (STF) manager.

Van Der Hyde is responsible for administering grant funds to local governments from cigarette tax revenues to finance transportation services for senior citizens and disabled people.

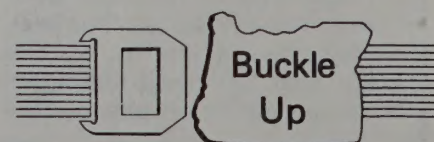
STF program funds may be used to maintain or expand existing systems, create new systems, purchase equipment and meet operating costs. Since the program began in 1985, about \$8.7 million has been distributed to Oregon's transportation districts and counties.

Van Der Hyde, 43, holds a bachelor's degree in education. She pre-



Van Der Hyde

viously worked as a program coordinator for the Oregon Department of Energy in Salem and for the state of Alaska as coordinator of senior services programs and as an energy conservation program specialist.



PROFILE: CRAIG TUTOR

Bringing history to life at Fort Stevens

By ANDY BOOZ
Managing Editor

They call him eager.

Put the guy in a state park, and watch him blossom. Make him manager of a Parks crew, and watch him make things happen.

He's Craig Tutor, manager of Fort Stevens State Park, an 11-year Parks employee with boundless energy and a respect for the people on his team--the park crew, park hosts, loyal community activists and a volunteer group called the Friends of Old Fort Stevens.

It takes plenty of helping hands to keep the park operating, and it takes enthusiasm and imagination to bring the fort's history to life.

Fort Stevens features a wealth of history, including eight concrete Army batteries that guarded the mouth of the Columbia River from Civil War days through World War II. The park also is Oregon's largest in terms of campsites, with 605 places to stay, and offers beach access, four lakes for boating and swimming, and the beached wreck of the ship Peter Iredale.

For Craig, keeping pace with the demands of maintaining the park is challenge enough. To improve upon it, with interpretive displays and programs, means making efficient use of volunteers.

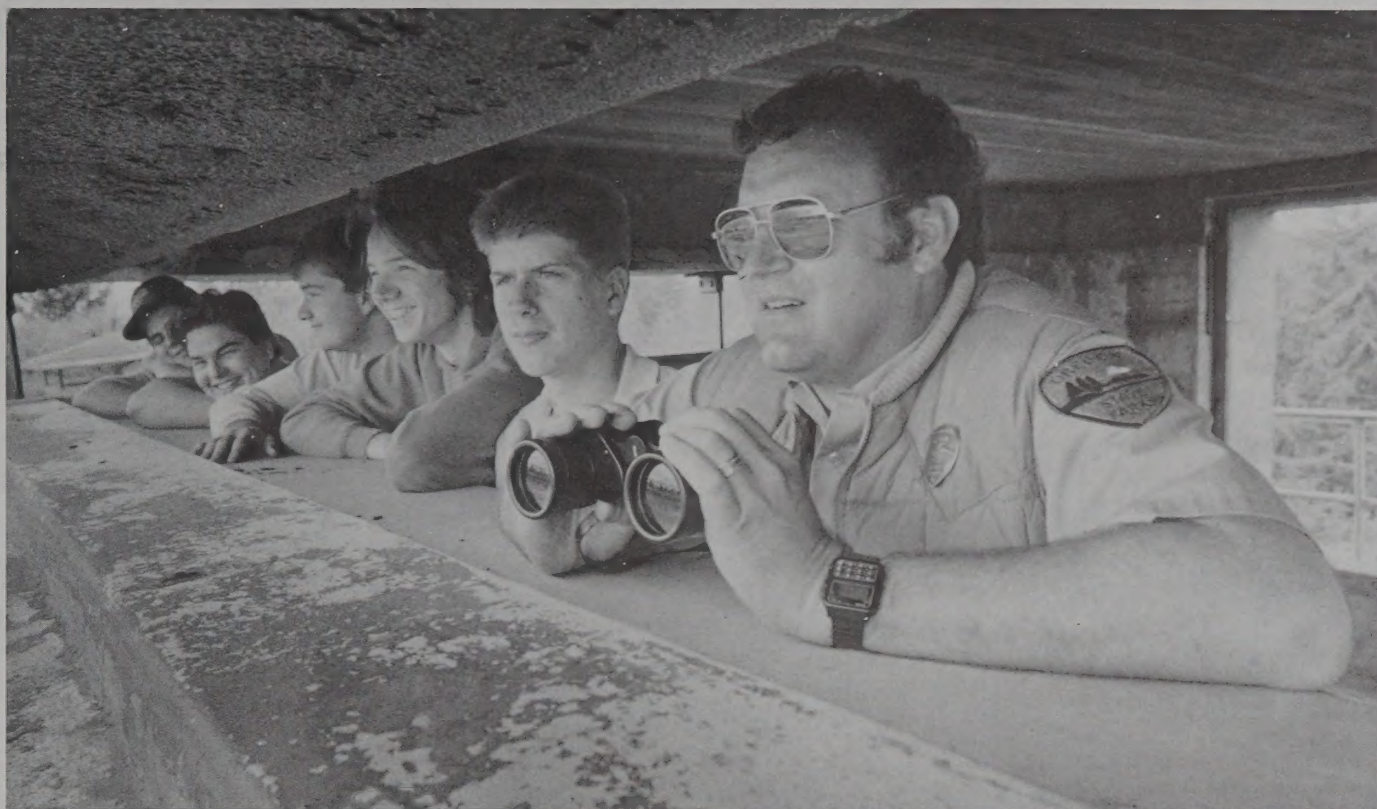
For example, the park's historian had been assigned to care for a garden outside the visitor's center and historical office. By reassigning that chore to a volunteer park host, Craig allowed the historian to channel more of her attention to interpretive activities.

About 14 park volunteers are working at Fort Stevens every day, leading tours of the historic area, running a campfire program, and generally helping out wherever needed.

The volunteer hosts and Friends of Old Fort Stevens are "like having an extra crew," Craig says. "Volunteers force you to have a hands-off management style. If you don't, everything falls apart."

He treats his crew with the same hands-off attitude.

"Managers should manage. I don't do the actual work. I just provide opportunities. That's what a manager's supposed to do," he



OBSERVERS--Fort Stevens State Park Manager Craig Tutor (with binoculars) shows park visitors a view of the Oregon Coast from an observation post.

says.

"Our employees are our most important resource. In a sense, I'm a resource manager: It's my job. I just open doors and let people do their work--that's my management style--and I allow people to step through the door...to take that opportunity. Most often, they do."

Two park crew members have said that Craig has "improved morale 100 percent," by being a good listener and allowing people to make their own decisions when appropriate.

He believes keeping in touch with the Astoria business community, by actively participating in civic groups, is a critical element of his job. In Parks management circles, he says, that's still perceived as a revolutionary idea. "You think I'd have been a member of the Astoria Rotary Club 10 years ago?--No way," he says.

Craig is an active member of the Astoria Chamber of Commerce, Rotary International and the Clatsop County Planning Commission, and has built a close working relationship between the park and two nearby federal facilities--Camp



HIDDEN POTENTIAL--Park Historian Gail Abrams (left) and Park Manager Craig Tutor discuss plans for an archeological study of the Civil War Earthworks site at Fort Stevens State Park.

Rilea and the Coast Guard station.

He has a personal interest in the fort's history, and can be found working at the park in his off-time.

His enthusiasm has led to other crew members volunteering their time, too. This past summer--Craig's first at Fort Stevens--he inspired the revival of a two-ton Army truck, thanks to his crew's enthusiasm, community volunteers and the friends group. That truck is now used to take visitors on narrated tours of the fort's historical area.

With his wife and two children--Justin, 4, and Kailin, 16 months--he has settled on the shores of Cullaby Lake, halfway between Astoria and Seaside. When home, he and Justin enjoy quiet moments on the lake fishing, talking and exploring in the family boat.

Craig feels at home with Parks. Since his first job 11 years ago, as a park aide at Champoege State Park, he has held four positions, all of them in state parks along the Oregon Coast.

"When I started with Oregon State Parks, I was assigned to clean bathrooms, and I decided that I was going to be the best darned toilet cleaner around," he recalls. "That's what you've got to do: work hard to do the best you're able to do."

RETIREES REPORT

Donald Haynes, Salem, senior designer, Road Design Section, Highway Division, retired in 1985.

Since retiring, Don has spent parts of each fair weather weekday on the Battle Creek Golf Course. If he's not on the golf course, he's kept busy working around the house.

Last year, he and his wife, Barbara, took a trip through Washington, Idaho, Montana, including Custer's Last Stand at Hardin, Yellowstone National Park (before the fire), Utah, Las Vegas and home. Don says they have logged 3,500 miles on their new pickup and fifth-wheel.

Since Barbara is still working at the Workers' Compensation Board, the Haynes take many short trips

and frequently to the beach. They also visit Don's sister in Medford. Most of their grandchildren live in Salem so they see them often. They hope to make a trip in the future to Houston, Texas, to visit a son.

Don is an archer and uses his skill to hunt both deer and elk.

He is a member of the Elks Club, Foreign Legion and Kampgrounds of America. He has recently begun a new hobby, model ship building.

Don keeps in touch with his ODOT friends by visiting the office and attending the quarterly Highway Retirees luncheon.

Bill Beard, Tualatin, sign design supervisor, Road Design Section, Highway Division, retired in 1983.

One of the retirement highlights

for Bill and his wife, Leigh, was a trip to Monaco, Spain and Portugal. They traveled with a small group on a combined agricultural/sightseeing tour. Instead of visiting the typical tourist stops, they saw fish packing canneries, a cork manufacturing company, cork forest, beet fields and old towns.

Bill was fascinated to leave the modern parts of cities and rediscover life as it was 2000 years ago by observing period dress, ways of farming and travel. In Morocco, for example, a burro was used to haul water from four or five miles away, and there were no tractors. While Casablanca has big industry, other cities do not, Bill reports.

On a recent trip to Hawaii, Bill found he didn't recognize Oahu or

Honolulu, as his last trip there was during World War II. The Beards also have taken a cruise to Alaska by way of the Inland Passage, have visited Juneau and walked on Mendenhall Glacier.

Each spring, the Beards travel to Southern California to golf for about a month. They belong to the Tualatin Country Club and attend golf tournaments around Oregon and in Washington. Bill also enjoys fishing and hunting.

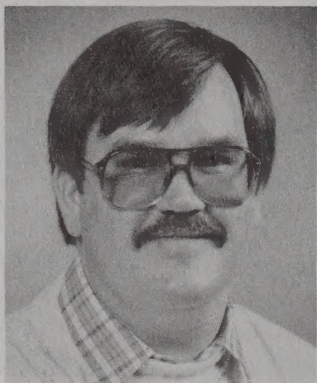
Bill is a member of the International Order of Odd Fellows. He is currently the IOOF Parliamentarian and Grand Trustee, and a Past Grand Master.

Bill and Leigh have 10 grandchildren and three great-grandchildren.

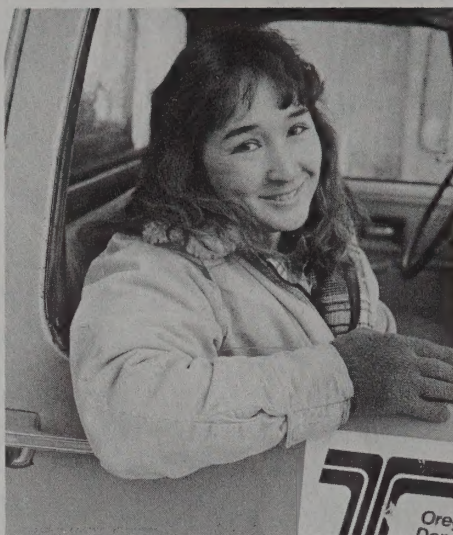
CANDID COMMENTS

**Does ODOT
place enough emphasis
on highway litter pickup ?**

Jeff Farm
Assistant Manager
Honeyman State Park
Florence



Bonnie Nealeigh
Office Manager A
Motor Vehicles Division
Lake Oswego

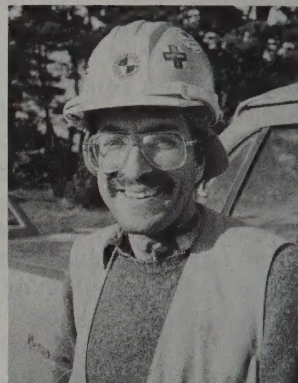


Vivian Payne
Park Aide
Stewart State Park
Trail



Sara Peterson
Management Assistant
Parks Division
Tillamook

Mohamad Dichari
Highway Engineer 2
Alsea Bay Bridge project
Waldport



Jeff Farm

Yea, I'd say we've got a pretty outstanding program with our Youth Litter Patrol. The orange bags make it clear to motorists that they've been there. Parks has a program, too--the Company's Coming beach cleanup--and I'm proud of that.

Bonnie Nealeigh

I think the Highway crews do a great job, at least along Interstates 5 and 205, which I travel on the way to work. Oh yes, I think they patrol it quite often. I can't comment, though, on how we compare to other states because I don't leave Oregon very often.

Vivian Payne

I work for the Highway Division in the wintertime, and I know that in our section we place a big emphasis on litter pickup. It would be nice to see more kids out picking up litter during the spring and summer breaks, though. When I moved to Oregon, one of the first things I noticed was how clean the highways were.

Sara Peterson

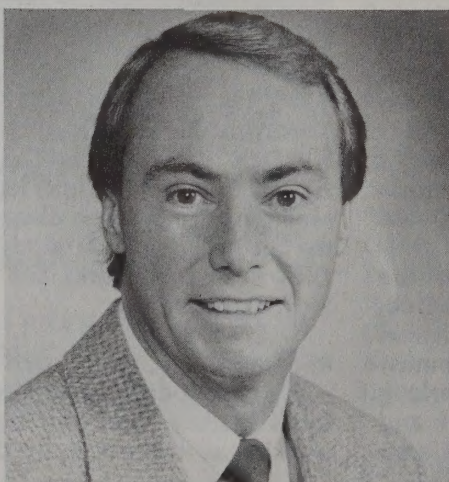
ODOT does a good job of keeping our highways clean, with the use of the Youth Litter Patrol along with our highway maintenance crews. But we need to develop new education programs, starting with our school children to encourage the traveling public to think before they throw, to make Highway's job easier and our environment cleaner.

Mohamad Dichari

Our Highway Maintenance Section with the help of the Youth Litter Patrol does a good job of cleaning our state highways. But we also need to coordinate our efforts with the State Police to reinforce the law prohibiting littering. I hope more children of Highway Division employees are getting involved with the Youth Litter Patrol.

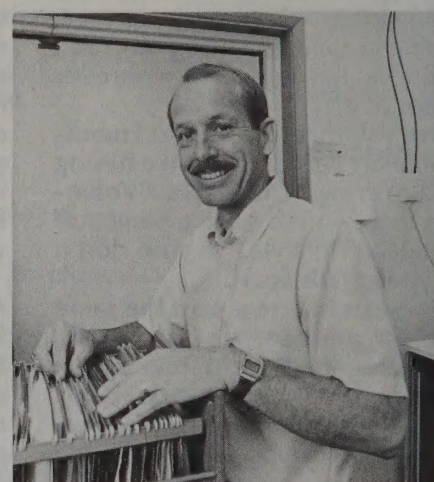


Brent Pierson
Traffic Technician
Region 5 Highway
La Grande



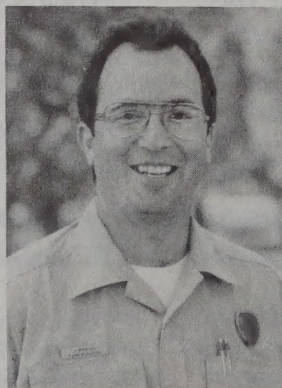
Brad Wilder
Legislative Liaison
Highway Division
Salem

Genie Wilcox
Office Manager A
Mall 205 DMV Express
Office
Portland



Ron Irving
Dealer Investigator
Motor Vehicles Division
Medford

Jerry Winegar
District Manager
The Cove Palisades
State Park
Culver



Brent Pierson

I come from back East, and the highways here are a lot cleaner. Oh yea, the highway landscape crews do a real good job, and the Youth Litter Patrol helps quite a bit. I've been to California quite a few times, and while they're getting quite a bit better on litter pickup, it's not quite up to what Oregon does.

Jerry Winegar

Yea, I think we place a great deal of emphasis on dealing with litter, and we do here, too, with Parks. For example, we have a county road leading to our state park, but we maintain that entranceway because we want a roadside that's clean, attractive, and free of litter and clutter.

Brad Wilder

No. ODOT needs to do more marketing and promotion of custom license plates to get more dollars into the coffers to finance more cleanup. I enjoyed the SOLV campaign and think it should be continued. Any action taken to heighten public awareness of the program would help.

Genie Wilcox

Oh yes, I think we're doing a wonderful job. The custom license plate sales fund litter pickup, and I think that's effective. I've seen the state of Hawaii and all the litter on the roads there. By comparison, this is heaven. Oregon is the cleanest state I've ever been in.

Ron Irving

As a motorist, I don't have any problem with the way litter pickup is being handled. I travel Oregon 238 from Applegate to work each day and see the orange litter bags along the side of the road quite a bit. It's hard to say anything but this: "Keep up the good work."